

will cost considerably less than the present railway carriages. **SAMUEL PARLBY.**
Kensington New Town, October 1."

Major Parlby has publicly announced that he will not protect these improvements by patent, but intends throwing them open for general adoption.

GREAT CANAL CONFEDERATION.

A MEETING of the Proprietors of the Ellesmere and Chester Canal, who have formed a confederacy with the Birmingham and Liverpool, the Shrewsbury and Montgomeryshire, and other Canal interests in the North, for the conversion of their Canal properties into Railways, in conjunction with the promoters of the Worcester, Shrewsbury, and Crewe, and Shrewsbury and Trent Valley Union lines, so as to furnish a complete system of Railways to the districts west of the Grand Junction, between Chester on the North and Worcester on the South, was held at Chester towards the close of last month. At this meeting, the arrangements made by the committee for carrying out the proposed conversions of the several water-ways into Railways, by means of a Company to be called the Shropshire Union and Canal, were fully confirmed. The Earl of Powis heads the movement, and surveys have already been made by the Company's engineers, Mr. Cubitt and Mr. Robert Stephenson, for five lines, namely—1, from the proposed Birmingham, Wolverhampton, and Stour Valley, at Wolverhampton, by Autherley, Brewood, Gnosall, Norbury, Market Drayton, Audlem, and Nantwich, to the Chester and Holyhead and Chester and Birkenhead lines, at Chester; 2, from the Manchester and Birmingham at Crewe, by Nantwich, Wrenbury, Whitchurch, Ellesmere, Oswestry, and Welshpool, to Newtown; 3, from the Trent Valley at Stafford, by Gnosall, Newport, and Wellington, to Shrewsbury; 4, from the main line near Wem to Shrewsbury; 5, from the Birmingham and Gloucester, in the valley of Aron, passing the Severn at Worcester, and proceeding through the Bewdley and Bridgnorth, over the Severn below Coalport, to Wellington.—It may be inferred from this movement, that a general conversion into Railways of the entire Canal interest of the kingdom is inevitable.

REGENT'S CANAL.

A SPECIAL general meeting of the proprietors of the above Canal took place a few days since at their offices in the City Road, for the purpose of ratifying an agreement concocted by the Company's committee, with the London Junction Railway Company, to purchase the entire property, with the view of constructing a Railroad on the same line. It appeared that the shares had been so low as 14%, but at this time they were worth 25l. each, and that the Railroad Company offered one million sterling for the entire interest of the Company, which was equal to double the present price in the market. The deposit to be 5,000l. as caution money, which it was argued was not in proportion to the amount of the purchase, and should have been 50,000l. The principal sum to be paid by instalments. The first half million sterling to be paid as soon as the Act of Parliament required should be obtained; the other half to be divided into three payments in equal parts, in three years, with interest at 4 per cent. If the Railway Company should fail in obtaining the Act of Parliament required in the first session, to forfeit the 5,000l. caution money; and should they not succeed in the second session of Parliament, 10,000l. is to be forfeited to the Company as liquidated damages.

On the motion being put from the chair (which was occupied by Mr. Parker), that the seal of the Company be affixed to the agreement, there was an overwhelming majority in its favour. It was then agreed, in the event of the Company selling their property, that the secretary should enjoy his present salary for life, for his long and valuable services, and that the other servants of the Company should likewise be rewarded.

Miscellaneous.

NEW STREETS.—The continuation line of street from Farringdon-street to Clerkenwell is named Victoria-street. The street from Whitechapel to Spitalfields, to connect with the London Docks is to be called Christchurch-street.

ANGLESEA HOUSE.—The residence of the Marquis of Anglesea, in Burlington Gardens, is one of the few private mansions provided with lightning conductors. Workmen are now fitting up an anemometer, or wind-measurer there. The music room is a remarkably handsome apartment.

THE ELECTRIC TELEGRAPH.—The Norfolk Railway Company charge 2s. 6d. for despatching a message from Yarmouth to any part of Norwich, by the electric telegraph.

CHEAP TRAVELLING.—Passengers are now carried on the Liverpool and Manchester Railway, between the latter place and Patricroft, the first class at 1d. and the second class at 3d. per mile.

LEEDS, FLEETWOOD, AND LIVERPOOL.—This is a very comprehensive scheme, if we look to the character of the traffic that must pass along the line. Fleetwood, a newly formed port, will receive the cottons of America, required for the factories of the West Riding of Yorkshire, and this alone will cause a prodigious traffic. It is also favourably situated for the trade of the Isle of Man, Belfast, and many parts of Scotland. But perhaps one of the most recommendable points in this line is that, in conjunction with others, it will greatly abridge distances with various towns. Thus, there will be a saving between Fleetwood and Leeds of fifty miles; and in many other directions the economy in travelling, at the lowest, will amount to twenty miles. In framing independent lines, care should be taken not to isolate them, for their value will greatly depend on their combination with other lines, and it is in this respect that judgment is much required in the surveyor. From a careful inspection of the maps, and a personal acquaintance with the district, we are disposed to consider that the line now under consideration is planned with prudence and forethought. Mr. S. F. Griffin, and Mr. John Hooke Taunton, are the acting engineers.

FRENCH RAILROADS.—The fact, that since the disasters on the Versailles line, so very few accidents happen with our neighbours, may be ascribed to the super-revision which is exercised over these roads by government officers of high rank. By an order of the Minister of Commerce, Baron de Condé (an officer of the council of state) has been just appointed Commissioner of his Majesty for the company of the railway from Orleans to Tours. The importance of the Bordeaux and Orleans line has appeared so great, that two king's commissioners will be appointed for this company. The second will superintend the section from Tours to Bordeaux.

BURTON-UPON-TRENT, STAFFORD, SHREWSBURY, AND NEWTON RAILWAY.—This Railway, the eastern terminus of which it is proposed to locate at or near Burton-upon-Trent, will have a direct communication with the London and Manchester, Derby and Birmingham, and all the railways verging to the north and south-east of England, as well as affording the nearest practicable route to the metropolis. The capital required is 1,500,000l., which it is proposed to raise in 75,000 shares, of 20l. each, with a deposit of 2l. 2s. per share. The list of the provisional committee, which is of unusual length, contains the names of several chairmen and directors of existing lines, and is headed by the Right Hon. the Earl of Rossmore.

LONDON, STAINES, ASCOT, AND READING JUNCTION RAILWAY.—This Railway is projected for the purpose of establishing a direct railway between London and the very populous districts of Bayswater, Brentford, Hounslow, and Staines. It is proposed to commence at Kensington, and after passing through Egham and within a short distance of Ascot Race Course, to effect a junction with the already projected Reading and Reigate Railway at or near Sunninghill. The capital required is 750,000l. The Engineer is Mr. Samuel Hughes. The Right Hon. Lord Dunsany heads the list of the Provisional Committee.

The eldest son of the late Mrs. Hemans has been appointed engineer to the Irish Great Western Railway.

The Birmingham and the Great Western Railway Companies are providing their servants with watches.

ADVERTISEMENTS.

PATENT OFFICE, 5, CHANCERY-LANE, NEAR FLEET-STREET.

INVENTORS requiring protection by **LETTERS PATENT** should apply direct to the **PATENT OFFICE**, as above, where Patents can be speedily procured for the United Kingdom, &c., and by which a great saving of expense will be effected. **CAVEATS** are entered at this office, see 11. 1s. **DESIGNS** of all kinds are **REGISTERED**. Apply at the **PATENT OFFICE**, 5, Chancery-lane, near Fleet-street.

NOTICE TO INVENTORS.

OFFICE FOR PATENTS OF INVENTIONS AND REGISTRATIONS OF DESIGNS, 14, Lincoln's-inn-fields.—The printed **INSTRUCTIONS** gratis, and every information upon the subject of **PROTECTION** for **INVENTIONS**, either by **Letters Patent** or the **Design Acts**, may be had by applying personally, or by letter, prepaid, to **MR. ALEXANDER PRINCE**, at the office, 14, Lincoln's-inn-fields.

PRIZES IMPORTANT TO INVENTORS AND PATENTREES.

A GOLD MEDAL, value 100l. and a **SILVER MEDAL**, value 50l., will be given by **MR. M. JOSCELYN COOKE**. The Gold medal for the best Patent, and the Silver medal for the best Design taken out or Registered at the **OFFICE FOR PATENTS AND DESIGNS**, 20, Half-Moon-street, between the 1st of November, 1844, and the 1st of June, 1846. The Prizes will be awarded by competent judges on the 10th June, 1846. The conditions to be observed, together with instructions, charges, and every information for obtaining Patents in England or Foreign Countries, or Registering Designs, will be forwarded gratis, on application to **MR. M. JOSCELYN COOKE**, at the Office for Patents and Registration of Designs, 20, Half-Moon-street, Piccadilly, London.

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PROSSER'S EXPERIMENTAL RAILWAY AND BURNETT'S PATENT.

THE attention of Railway Companies, Builders, and others, is respectfully called by the Proprietors of Sir William Burnett's Patent to the Wooden Rails laid down at Prosser's Experimental Railway on Wimbledon-common; part of which, having been prepared by their process, in addition to being effectually preserved from Dry Rot, will be found to exhibit all the characteristics of thoroughly seasoned timber, although only cut down in the month of May last, and prepared while in a perfectly green state. Hydraulic apparatus and Tanks. Millwall, Poplar, nearly opposite Greenwich; Offices, 83, King William-street, London-bridge.

ANDREW SMITH, Prince's-street, Leicester-square, London. **ENGINEER, MACHINIST, IRON AND BRASS FOUNDER, &c.**

Patentee and manufacturer of improved steam-engines, rapid steam-generators, railway wheels, rails, and chains, propellers for canal and river navigation, rope-making, fax-dressing, and other machinery, raising and lowering machines, wharf, warehouse and truck cranes, tramway, travelling and stationary purchase, crabs, tackle, &c. Also steam-engines, and boilers of various constructions, boats, sugar, and mill-work, and machinery of every description manufactured and repaired. Saw-mills, breweries, and factories attended.

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LONDON, EDINBURGH, AND DUBLIN LIFE ASSURANCE COMPANY, 3, Charlotte-row, Mansion House, London.

The success which has attended the system of Assurance pursued by this Company is illustrated by the fact, that at the General Court, held on the 9th day of July last, there was declared a **REDUCTION OF 25 PER CENT.** on the current year's premiums of all participating policies opened on or before the 9th day of February, 1844:

Thus, a person aged 40, who opened a policy for 1,000l. in February, 1841, at an annual premium of £32 10 0 is called upon to pay this year only £24 7 6 And if this statement be applied to pay the past year's premium of an additional policy, the party will be further secured to the extent of £75 9 1 Proportionate benefits accrue to policies on all ages.

Copies of the report of the last investigation of the affairs, containing a full exposition of the principles and practice of the society, and any other information required, may be obtained by applying personally, or by letter, at the head-office, or any of the agencies.

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